

SOUND BUSINESS SENSE.

This is the age of changes. Nothing appears like it did ten years ago. To any one who has given even casual attention there appears a great change in the method of catching the attention of the people and making a demand for certain lines of goods. It used to be that a merchant would tell to the reader of the newspaper all the varied stock of goods in his store. But now he studies carefully the situation, and then in the newspaper will appear the advertisement of a certain article of attractiveness that is having a very large sale. Of course this is only one of the changes, and the calls for the certain article or line of goods increases wonderfully; everybody wants it and it makes a great thing or the demand for it would not be so great. And so the merchant has stirred up business. This is repeated day after day and thus business is kept active. After all, human nature is human nature, and all want the good things of life. And, especially, good health. And, fact that a bad liver is the worst thing that can befall a human being. It is the root of all sickness. Another fact is clear is that the best remedy for a torpid or sluggish liver is



THE PEOPLE FAVOR IT.

"We are having a steady sale for Simmons' Liver Regulator."—J. F. Harmon, Oberlin, O.
"There is considerable demand for your medicine."—C. W. Wagner, Mansfield, O.
"Simmons' Liver Regulator sells better than all other liver medicines."—J. C. Mendenhall, Evansville, Ind.
"Simmons' Liver Regulator has a splendid sale here."—H. LeCompte, Bradwood, Ill.
"I have a good demand for Simmons' Liver Regulator."—W. M. McCrory, Centerville, Ia.
"Simmons' Liver Regulator sells well and gives the best of satisfaction. We never allow ourselves to take out of it."—B. E. Fuller & Son, Keokuk, Ia.
"Simmons' Liver Regulator takes the lead in this section of country in liver complaints."—D. H. Dean, Mitchellville, Mo.
"We are having quite a sale of Simmons' Liver Regulator."—J. P. Willard, Kirksville, Mo.
"Simmons' Liver Regulator sells better than any other medicine I keep in stock."—D. K. Holly, Osceola, Mo.
"No medicine I have seen better sale or gives more general satisfaction than Simmons' Liver Regulator."—J. H. Carr, Florio, Mo.
"This part of the country is pretty healthy, but the demand for Simmons' Liver Regulator keeps up."—E. H. Purcell, Manhattan, Kan.
"I sell a great deal of Simmons' Liver Regulator, and find that people take easier to it."—Frank Lutz, Franklin, Kan.
"Simmons' Liver Regulator sells faster than any other medicine I have."—B. E. Owens, Portsmouth, Va.
"We have a big demand in Simmons' Liver Regulator."—B. Weed & Co., Charlottesville, Wis.

EVERY PACKAGE

Has the Red Z Stamp on the wrapper.

J. B. ZEILIN & CO., Philadelphia, Pa.

DAILY VITAL STATISTICS—JULY 10.

B. Berry, aged seventy-eight, 146 Park avenue, diarrhea with prostration.
Ivy Hensley, aged eighty-five, 227 Massachusetts avenue, pneumonia.
Amie Quill, aged thirty-five, 133 Hoyt avenue, perforation of stomach.
E. J. Williams, aged sixty-eight, 147 Union street, peritonitis.
Infant Spaulding, 446 Walnut street, infant Caldwell, 194 North East street, infant Hawkins, 1672 Kenwood avenue, congestion of brain.
Elizabeth Stiller, aged thirty-eight, Insane Hospital, epilepsy.
Births.
Charles and Lottie Maas, 107 Spann avenue, girl.
Lewis and Margaret Beutel, 108 Ellen street, girl.
Louis and Lydia Bauer, 27 Peru avenue, girl.
George and Mary Schol, 72 Highland place, boy.
Thomas and Ethel Poyner, 261 Michigan avenue, boy.
H. and Mary Kemp, 302 Blake street, girl.
Dan and Rida Wood, 72 Highland place, boy.
John and Sophia Feigen, 303 Alford street, boy.
John P. and Minnie Huff, 115 Greenwood street, girl.
John M. and Mary Sullivan, 43 South Delaware street, boy.
George and Rosalie Sanderson, city, girl.
Marriage Licenses.
George Johnson and Sarah Davis.
Charles A. Hunt and Burness Jamison.
Joseph L. Hines and Annie M. White.
Ernest L. Conner and Bertha P. Dye.
William Jenkins and Alice E. Lee.
William C. Thompson and Lillie A. Gossett.
Building Permits.
Lillian E. Lane, brick shop, 167 East South street, \$200.
Jacob Deibler, veranda, 203 West First street, \$50.
Olive Snider, frame store room, 45 Langhorne avenue, \$250.
William Laurie, frame house, Bedford avenue, \$250.
Michael F. McHugh, frame house, 120 Gillard avenue, \$300.
Mrs. Power, remodel frame house, 642 Erie street, \$100.
Charles Crowley, frame house, Armstrong street, \$80.
Charles Crowley, same.
The Berkshire Life Insurance Company, brick factory, corner Georgia and Mississippi streets, \$25,000.

Butler University Assoc.

The Butler University board, at its meeting yesterday, selected Prof. B. Marshall Davis, now at Leland Stanford, Jr., University, to act as teacher in zoology next year during Professor Bruner's absence abroad. Lieutenant Deffen will continue in charge of the military department. Secretary of the association reported cash and cash loans, \$200,000; stock loans, \$20,000; endowment fund money, \$60,000; total endowment for tuition purposes, \$340,000; building fund assets, \$140,000; total assets, \$380,000.

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MET BY OTHER ROADS

RATES TO BOSTON REDUCED BY THE ERIE'S COMPETITORS.

Lively Row at Chicago Over an Alleged Mistake—Increased Mail Service Over the Big Four.

A dispatch from Chicago says: "More complications have arisen over the sale of Christian Endeavor tickets by the Erie road, and this time they are of a nature to threaten the regular traffic rates between Chicago and New York and Boston. The Erie, having in some manner run out of the regular Christian Endeavor excursion tickets, sold about 750 tickets of another form to people asking for excursion tickets, and quite a number of them found their way into the hands of brokers—the latter part of the transaction, however, through no fault of the Erie people. The brokers, who have for several days been using every pretext to break the market, were not at all slow in letting it be known that they had become possessors of the Erie tickets, and immediately a storm arose. Vice Chairman Donald, of the Central Traffic Association, was at once overwhelmed with protests against the action of the Erie, and demands were promptly made on him for relief under the association rules, which, in this instance, permitted the Erie to sell its tickets Thursday at the same excursion rates as were used by the Erie. The demand, however, was bound to be made, and now all the Eastern roads out of Chicago are prepared to meet the situation. The Erie was asked for the excursion tickets to the Christian Endeavor convention. The price as was asked for the tickets was not an error, and as soon as it was learned that any of the tickets were in the hands of brokers, they must be taken to recover them all, and in great measure they were successful. The Erie, however, to be more smoke than fire about the matter. The brokers are unquestionably selling the tickets at a profit, but not in a sufficient number, up to date, to be able to create any demoralization in rates.

Warned Against Pooling.

Numerous statements of tonnage agreements entered into by various railroads, and allegations that the agreements were sanctioned by the Interstate-commerce Commission have resulted in the issuance of a circular letter in which the commission calls the attention of all railroads to the statutory prohibition of pooling agreements. The question whether tonnage agreements are actually embraced within the language of the act relating to interstate commerce is an unsettled one, and the question has not yet been raised, and, accordingly, those who have entered into such agreements are not yet in violation of the law. The commission has sent its letter to the railroads in order to dissipate the idea that such agreements are illegal, and has proved or have been under consideration in the past. The majority of the members of the commission are of the opinion that such agreements are not in violation of the law. The commission has sent its letter to the railroads in order to dissipate the idea that such agreements are illegal, and has proved or have been under consideration in the past. The majority of the members of the commission are of the opinion that such agreements are not in violation of the law. The commission has sent its letter to the railroads in order to dissipate the idea that such agreements are illegal, and has proved or have been under consideration in the past. The majority of the members of the commission are of the opinion that such agreements are not in violation of the law.

Pennsylvania Improvements.

The Pennsylvania Railroad Company this year will spend \$3,000,000 in the way of improvements, alterations and extension to its property east and west of Pittsburgh. The amount will be almost equally divided between these two sections. Last year, owing to the depression in business, considerable work that had been planned out was laid aside, and what was under way was stopped for the time being. On the lines west of Pittsburgh the largest expenditures will be in the construction of the bridge at Cincinnati. This bridge is being built on the site of the old bridge, and will be a fine piece of work. This change will add about \$600,000 to the cost of the new bridge. The bridge at Marietta road, making a low grade road out of this which will do away with the steep grades of the old road. The company's share of the construction of the new bridge will be \$250,000 and a like amount is to be expended in Columbus in doing away with grade crossings. The company's share of the new bridge will be \$250,000 and a like amount is to be expended in Columbus in doing away with grade crossings. The company's share of the new bridge will be \$250,000 and a like amount is to be expended in Columbus in doing away with grade crossings.

The Ohio Southern.

If reports are true the Ohio Southern is under a financial cloud which can only be removed through a foreclosure sale. Several reports are in circulation to the effect that the company is in a desperate financial condition, and demanding the removal of George Saul, president and receiver of the road. The United States Investor says: "President Saul and others of the Ives crowd should be ousted from their positions and an entirely new management placed in control. The road has been run with a heavy burden of fixed charges, but in gross mismanagement and consequent ruined credit. Some exceedingly interesting things have been going on in the Ohio Southern since the appointment of Geo. W. Saul as receiver of the Ohio Southern, a road which he was president at the time of the collapse. It will be recalled that at the time of the collapse of the Ohio Southern, Kimball receiver for the Ohio division on the ground that, being president of the road, he was not qualified to act as receiver. On similar grounds he refused, upon application, to appoint George W. Saul as receiver of the Ohio Southern. But the Ohio Southern crowd, recognizing the necessity that Saul should be made receiver, at that time, he was made receiver, and he has since been in the position of receiver. Influence was brought to bear on Judge Ritchie to beat down to themselves, but they were not successful. It is said that the Ohio Southern is in a financial cloud which can only be removed through a foreclosure sale."

Postal Service Over the Big Four.

Since the Bee-line was taken into the Big Four system President Ingalls has felt that the road was not properly recognized as a mail route and was by no means carrying the proper amount of mail matter. It was entitled to its geographical position and to its time its make. He has at last succeeded in convincing the postal department of the fact and arrangements have been made to establish through postal car service between Chicago and New York and Boston. The Bee-line, which has never before hauled a postal car, and on Train 35, which has carried postal pouches, but never hauled a mail postal car. The putting on of this new postal service will require the employment of six additional postal car clerks and hereafter Trains 3 and 10 will carry mail between Indianapolis and Chicago. While this new service is not all that President Ingalls expects to get it will doubtless soon be followed by further increased mail service over the Bee-line and the St. Louis divisions of the Big Four system.

In Receivers' Hands.

The Railroad Association next issue will say on the subject of railway receiverships and foreclosures in 1892: "A year ago, on June 30, 1894, receivers were operating 156 railroads in this country, representing about thirty-nine thousand miles of lines, and some \$200,000,000 of capitalization—that is, about 10 per cent. of the total capitalization of the railroads in this country, and about 25 per cent. of the com-

bined capital stock and bonds. Within the last twelve months forty-five roads, representing 6,722 miles of lines and \$100,000,000 of capitalization, have been placed in the hands of receivers. This number now in receivers' hands is 28, although the Big Four to get paid for as to where the business was going, and the Big Four officials began to stir matters up until there were portents of what was going on; then the Big Four fell in line, and as is anxious as are the Panhandle people to have the baggage policy of operating the baggage department of the Union Railroad Company done away with.

Personal, Local and General Notes.

Frank Reed, general passenger agent of the Monon, is expected in the city to-day.

R. A. Hewitt, chief of the family of the Big Four lines, is in the city on official business.

Robert H. Ingram, assistant to the president of the Louisville & Nashville, has resigned.

The Indiana Car-service Association, organized in June 22, 1894, as shown by the official report.

Traffic Manager Van Denberg, of the Louisville & Nashville, is confined to his bed with rheumatism.

The passing earnings of the Indianapolis, Decatur & Western for June were \$43,561.40 in excess of those of June, 1894.

The work of tearing down the old Panhandle freight house is in progress, and a new one will be built.

The Cincinnati, Hamilton & Dayton announces an excursion to the West, leaving Indianapolis to Cincinnati, at \$1 for the round trip.

The Erie syndicate is advancing money liberally to purchase rails and ties and renew bridges of the Pittsburgh, Akron & Western in their efforts to make it a good railroad.

C. C. Walte, president of the Columbus & Hocking Valley, who has been spending a month in the city, returned to Lakewood, N. Y., returned to his headquarters yesterday.

The Northern routes got the bulk of the Christian Endeavor business for Boston, but on returning the Pennsylvania and the Chesapeake & Ohio will carry a larger per cent. of the travelers.

Edward Dissler, one of the veteran baggage men at the Union Station, has resigned, making the board of review on this service in the last month on account of the low wages.

P. Lord, third vice president of the Baltimore & Ohio, who has been critically ill at Deer Park, Md., with typhoid fever, is much better, and recovery, it is thought, will now be rapid.

H. M. Bronson, assistant general passenger agent of the Big Four, went to Cincinnati yesterday for freight rates. Passenger Traffic Manager McCormick regarding the opening up of the line into Louisville.

M. W. Mansfield, when on his northern trip, met H. B. Potter, superintendent of the Erie, who has been visiting his son, W. Southern, who is an engineer on the Big Four lines.

William Southern on Monday completed his thirtieth year as an engineer on the Pennsylvania lines and is now taking a two weeks' vacation, and will be visiting his son, W. Southern, who is an engineer on the Big Four lines.

J. Robinson, superintendent of the Norfolk & Western, made himself popular with the auditors of counties on the line of that road by taking a day's vacation at his home in Point Comfort to spend a week at that popular pleasure resort.

Reverend Father, of the Toledo, St. Louis & Kansas City, who has been in increased allowance for the shops at Frankfort, Ind., for August, as crippled rolling stock is accumulating, is accumulating on so limited a scale as at present.

W. F. Wilson, general manager of the Western Shore line, is expected to leave for Europe for a rest of two months. It is stated that under his supervision the West Shore line has been the best paying fast freight line now operated.

Manager John F. Flinn, of Elwood, sends the following: "The Elwood Baseball Club (amateur State champions of '94) would like to arrange games with amateur clubs in this city. I have never before, for the next consecutive five weeks, Sundays excepted."

George Rockwell, district passenger agent of the Pennsylvania lines, states that their new line of sleeping cars between Louisville and Macdonald, Ky., is being run, carrying more people than the passenger officials had expected from Louisville and from Indianapolis.

The Big Four people carry bicycles free on their passenger trains, and find that they have under the wheels of their cars a powerful and rolling stock, is trying to solve the problem of carrying bicycles more conveniently.

It is stated that the Wabash people will commence work on their new capital at Peru the 15th inst. The estimated cost of the new building is \$40,000. Big Four companies are working on the new building of the hospital scheme that company sprung on the employees a few months ago.

Horace Pugh, general manager of the projected Terre Haute & Vincennes, Ind., line, has just returned from a trip over the line as laid out. He says the people along the line are very anxious to see the interest in the enterprise that they now do and exhibit a readiness to help it financially.

The Illinois Central earned in the year ending June 30, \$17,108,088, which was a decrease of \$1,000,000 from the year ending June 30, 1894. The exhibit for the last year is certainly very creditable, and a large portion of it was due to the increase of 1893 comes into the earnings of the year ending June 30, 1894.

In the United States at Springfield, Ill., yesterday, was entered a decree ordering the sale of the Chicago, Peoria & St. Louis road with all its property and fixtures of publication. The sale is made under foreclosure of mortgages held by the Metropolitan Trust, Central National and Metropolitan Trust companies, of New York.

George Sebastian, one of the oldest and best known Panhandle men, was yesterday suddenly overcome with illness on Monday while his train was in motion fell to the ground and the train was taken from Haysburg to Columbus, O., by the freeman. Sebastian died yesterday. He said to his wife, "I am overtaken by the sun and boiler heat."

For some years past 88 per cent. of the gross earnings of the Chicago, Peoria & St. Louis road have come from its passenger business, but so large of late has the freight business become that it is establishing more friendly relations with Western roads that the percentage in the future is likely to be better than it is now, the passenger and the freight traffic.

A few weeks ago the hour from 6 to 7 p. m. of the Union Railroad was the most quiet of the twenty-four, but with the putting on of the Knickerbocker and the Baltimore & Ohio, the quiet was put to an end. The fast limited over the Vandalia and the Pennsylvania lines, and the Baltimore & Ohio, is now one of the busiest hours, especially in the baggage department.

Some surprise is felt at the fact that the Cincinnati, Hamilton & Dayton did not include the Cleveland, Lorain & Wheeling road in their consolidated list of roads, which he was president at the time of the collapse. It will be recalled that at the time of the collapse of the Ohio Southern, Kimball receiver for the Ohio division on the ground that, being president of the road, he was not qualified to act as receiver. On similar grounds he refused, upon application, to appoint George W. Saul as receiver of the Ohio Southern. But the Ohio Southern crowd, recognizing the necessity that Saul should be made receiver, at that time, he was made receiver, and he has since been in the position of receiver. Influence was brought to bear on Judge Ritchie to beat down to themselves, but they were not successful. It is said that the Ohio Southern is in a financial cloud which can only be removed through a foreclosure sale."

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